

## Morning Journal.

W. S. BURKE, Editor.

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## MISSED MAIL.

The New York Tribune of the 2d inst. contains a card from the postmaster at New York, stating that owing to the snow and ice blockade in the streets it was impossible to get the mails to the various depots in time for the early trains, and a hundred and ninety-three sacks of mail matter, including all the morning papers, failed to go out.

## WINTER.

How strange it seems to read in the eastern papers about the annoyances of snow blockades, the difficulty of keeping the streets free from ice, and other chill-producing items of like character, while we of New Mexico, with our warm air and bright sunshine, have nothing but the white tops of the distant mountains to remind us that the season for cold weather and snow is at hand. Bricklayers and plasterers in Albuquerque work all the time the same as in summer, pedestrians find overcoats burdensome during the day, and fires are needed for comfort only in the morning and evening. With the exception of our cold nights, the weather in the Rio Grande valley during December is just about the same as that of New York at the first of October.

## A BLANK BOOK MANUFACTORY.

The blank book manufactory which we have been fitting up, as a part of THE JOURNAL printing establishment, has just turned out its first work, a large town lot register for Messrs. Armijo, Sullivan & Borradale, the real estate men. It is a substantially bound book with complicated rulings and printed heading; it is just as good a job in every respect, as can be produced anywhere east, or west, and all the work—printing, ruling and binding—was done at THE JOURNAL establishment. This is worthy of note as another step in the development of the manufacturing interests of Albuquerque, and with the advantage of all the latest improvements in the way of machinery with which THE JOURNAL is now supplied, in its printing and binding departments, all descriptions of blank or printed work, from the smallest and simplest to the largest and most difficult, can be done here in just as good style as at any establishment in the east, and in the matter of prices—with the advantage of steam to run our presses—we can now duplicate any eastern bills, with freight added.

## WATER WORKS.

There is a company in Albuquerque, duly organized and incorporated, for the purpose of erecting works to supply the city with water. As the incorporation carries no monopoly, and possesses no privileges except such as any other company may obtain, we take it for granted that it is organized for business and not for speculation. This being the case, it stands the water works company in hand to proceed to active operations without any further delay.

The Atchison, Topeka & Santa Fe Railroad Company has been making numerous improvements and enlargements in and about its depot grounds in Albuquerque, of late. It needs water to supply its buildings, and early in the spring will need water to irrigate the several neat little parks that it has just laid out. If the water works company proposes to put in its machinery and go ahead with its work at once, the railroad folks will make their calculations to receive their supply of water from that source; otherwise, the officers of the company state, they will have to take steps immediately to put in their own works, and if they do this, they say, they will put in machinery of sufficient capacity to accommodate not only themselves but a considerable portion of the city besides, including all the public hydrants—that is, they will aim to sell enough water to pay the expense of maintaining the machinery, and more too, if they can, and it can readily be seen that this would be greatly to the disadvantage of the water company.

There is no time to be lost in this matter, and if the gentlemen of the water works company hope to accomplish anything they must bestir themselves at once. The railroad must have water, within the next four months at farthest. If the local company puts up works, well and good; if it does not, then works will be put up by the railroad company.

## The Railroad Trouble.

Globe Democrat. The territorial phase of the railroad war in the Northwest, which we commented on the other day, if President Porter, of the Omaha company is in earnest, as he claims to be, has assumed a truly important character. At a meeting of the officials of the various corporations directly interested, held in Chicago on Saturday, Mr. Porter declined to enter into negotiations of any kind unless an arrangement should be entered upon first reserving to each company certain territory not to be penetrated by any of the others. No agreement could be made on this basis, and the attempt at conciliation proved to be fruitless. It is not at all probable that Mr. Porter will obtain the concessions he demands. They would not be submitted to by the management of such an ambitious and grow-

ing corporation as the Milwaukee & St. Paul, certainly until after a much more exhausting contest than that which has taken place so far.

It is intimated that Mr. Porter is not alone in the stand he has taken, but that he is supported by other powerful corporations who are troubled by the extensive puttings forth of the Milwaukee company, whose designs, it is said, reach to Kansas City as a terminal point, and ultimately to the Gulf itself. How much truth there is in this it is impossible to say, and it does not matter. The principle at stake is as to whether a corporation has not the right to spread to whatever extent it pleases, provided it can get the necessary charters. In the discussion which took place on Saturday, President Mitchell, of the Milwaukee company, pertinently stated that such an agreement would be against public policy, and claimed that it was not only the privilege of a company to extend its lines where it wanted to, but its duty to do so where the people reasonably demanded it. And in this he was clearly sound. The people would not be inclined to have a conclave of railroad men sit down in a parlor and decide as to what parts of the country should have a railroad and what should not; nay, more than this, to conspire against any independent corporation entering the field, as it would be possible for them to do by refusing the new road connections and outlets.

Mr. Mitchell had some experience with granger railroad legislation and knew whereof he spoke when he suggested that Mr. Porter's plan would involve State interference. Experienced railroad men do not care to arouse a hostile public sentiment in these days, for nothing is conspiring among them to bring about the ruin of the State. The people would not be made a political handle of. But Mr. Porter and his friends, whoever they may be, remain deaf to argument of this nature, and the end of the dispute can not be foreseen. Another meeting will be held in New York on the 8th inst. It is evident that there must be a clear back-down on one side or the other. Either a limitation of railroad building must be instituted, or there must be freedom as there now, and it is difficult to see how there can be any compromise between principles so directly opposite.

Railroad management is becoming more and more complicated. One point of difference after another has arisen, so far so far that no mutual agreement has been reached. But the process is going beyond the scope of amicable adjustment, and the inference is that State or Congressional aid will be asked before very long by the railroad men themselves for the protection of their property against the effects of the ruinous competition which ensues when pools and agreements are broken. A state of affairs will be reached where some decisive authority must be appealed to, and among the managers themselves there is no such authority. The power of the commissioners appointed by the roads has nothing to sustain it against revolt.

## SOCORRO.

Court still in session—Falling Newspaper—Grand Jury Doing—Mining News and Other Matters of Interest.

SOCORRO, N. M., Dec. 6.—On account of the length of the docket, court is still in session, although nearly three weeks have elapsed since convening. However most of the time has been occupied by appeal cases from justices' courts, involving petty amounts and fought with foolish tenacity by big game litigants. The first trial of importance was reached to-day, viz: Baca vs. Vorhees. The question at issue is the right of settlers to occupy vacant land in the vicinity of Socorro. Defendant has taken up a fine tract extending from the depot to the river, which plaintiff claims to have cultivated in former years. Should the decision be for the plaintiff, it would result in the loss of the town to the results of their labor and perseverance in holding lands.

The criminal docket has not yet been reached. There are few important cases remaining over from last term, but the existing grand jury now sitting, will report some telling indictments, several of which, however, will be useless, as the criminals have long since slipped between day and dawn, or kicked a hole in the \$500 jail and traveled peacefully away in the palatial box car. The demise of Pablo Abalos has been investigated. It will be remembered that Abalos was the Mexican who was previously pierced by thirty or forty pistol shots when about a month ago he refused to come peacefully from his house to be hung. The grand jury has not been able to discover who did the shooting. The matter of the alleged shooting of the city funds will be actively pursued to-morrow. Much money has been collected since the incorporation of the city, and the grand jury wishes to know what has become of it.

The atmosphere has not been salubrious for

NEWSPAPERS. The Socorro Daily Sun crawled into its hole lately, and only comes forth once a week to shine. It is rumored that during the transit of Venus it will come forth but once more and go into a total eclipse. The Miner, the best paper in the Southwest, is at present suffering against adversity. W. N. Beall has retired, and Frank Whitehead, who was the proprietor, has taken over the paper. The Miner has formed a partnership with P. A. Simpson, Simpson not being a newspaper man, and occupying several other positions, will still remain the ornamental editor. It was first determined to make the sheet an evening instead of a morning paper, but the owners have finally determined to change it to a weekly. We hope to see the Miner succeed. That comrade of the Albuquerque Revista, the "Revista de Socorro," has gone to an early grave. Socorro will have a Spanish echo no more. The JOURNAL will certainly be the only daily visitor for some time.

THE MINING EXPOSITION. Which was formed here recently, manifests a growing vigor. Meeting of the directors was held to-night. The conduct of the secretary, Mr. Beeler, in arranging shelves for mineral, was approved. Very pretty lots of ore have arrived and are now on exhibition.

ITEMS OF INTEREST. Millard Browne, of Browne, Manzara & Co., and his charming bride, nee Miss Edith Swain, have returned after an extensive bridal tour. Dr. Spaulding, of St. Louis, has purchased an interest in the Hardacre mine in the Magdalena, and a large force is doing development work. Since Col. Rayfield skipped away to Tucson, the Socorro County Bank has

been running the Grand Central Hotel. Between it and the Windsor House, Socorro sets the two best tables in the Territory.

The game of Loo, which Goldsmith poetically describes as a rapid game of chance, has been introduced among our card-loving gentlemen, and bids fair to take the place of draw.

## Maneuvers Figures.

The enormous bulk of the aggregate grain crops of a great agricultural country like the United States almost defies calculation; yet it is interesting to take up the October report of the Department of Agriculture and figure on the estimate therein contained. The October returns, says the Commissioner, overshadow a yield of wheat exceeding 500,000,000 bushels. The product of oats will probably be about 450,000,000 bushels. The rye crop is estimated at 20,000,000 bushels. Of barley there will be about 45,000,000 bushels; of buckwheat, 12,000,000. The corn crop is placed at 1,580,000,000 bushels. Here then is a prodigious aggregate of 2,737,000,000 bushels of grain—or nearly fifty-five bushels to every inhabitant of the United States. If these crops were all marketed at once, it would require, on a rough estimate, 68,500,000 wagons to do the hauling. Ranged in one line, each team occupying a space of twenty-five feet, the procession would be 324,500 miles in length. It would reach around the earth thirteen times. To receive the grain for shipment, 9,124,000 cars would be needed. The impossible train would have a length of at least 60,000 miles, requiring 250,000 locomotives to draw it. And the agricultural resources of the great west are just beginning to be developed.

## ABOUT PRAYER.

Mr. Forrester Calls Upon Prof. Bibikov for a Little More Information. To the Editor.

ALBUQUERQUE, N. M., Dec. 6.—I have no fault, whatever, to find with Prof. Bibikov, on the contrary, I am obliged to him for his courteous communication. The professor explains what he means by the term "divine," but he does not give his definition of the word "law." He gives some examples of the operation of certain physical laws, but I am sure he will pardon me if I suggest that this is not an answer to my second question. Inasmuch as the whole subject, it is essential that this should have a satisfactory answer before we can discuss, intelligently, the subject of prayer. I shall, therefore, say nothing now, on the other part of the professor's letter, but will presume further on his kindness and courtesy, by requesting him to oblige me with his definition of the word "law." Yours truly,

H. FORRESTER.

Comings Back.

Santa Fe New Mexican. Information was received in Santa Fe yesterday from a thoroughly reliable source that Gen. R. S. McKenzie will come back to Santa Fe in about three months to stay, the secretary of war having decided to that effect. This information is of much importance and interest to the people of Santa Fe, as well as the military in the district. It will be hailed with delight by Gen. McKenzie's numerous admirers in the city and Territory. It is presumed that the general will be in command of the district of New Mexico upon his return.

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All communications concerning lands owned by the company should be addressed to J. A. Williamson, Land Commissioner of said company.

The grant of lands was made to the company on the 27th day of July, 1867, and the right of the company to the land dates from March 12, 1872, since which time no valid claim to any of the old numbered sections, as one, three, five, etc., can have accrued to any one within fifty miles on each side of the line for the road as definitely located.

Applications will not be received for the purchase of any lands belonging to the company and prompt answers returned. Remember to address all communications to J. A. WILLIAMSON, Land Commissioner, A. & P. R. Co., New Albuquerque, New Mexico.

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Express leaves 9:30 A. M.

" arrives 4:00 P. M.

Freight leaves 6:30 P. M.

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